

CLAIMS

1. An elevator wherein a car is guided in a shaft to move vertically along a pair of first guide rails between which said car is arranged, a counterweight is guided to move vertically via a pair of second guide rails between which said counterweight is arranged, a drive rope that connects said car and said counterweight is wound on the drive sheave of a hoist so that as said drive sheave is driven to rotate, said car and said counterweight move vertically in opposite directions;

characterized by the fact that said first guide rails are arranged at approximately diagonal positions with said car therebetween.

2. The elevator described in Claim 1, wherein a support member is arranged in cantilevered configuration near the upper end of said first guide rail on the side opposite said hoist with respect to the car between said pair of first guide rails arranged at approximately diagonal positions with said car arranged between them; said support member supports one end of said drive rope and the upper sheave of a car overspeed governor.

3. The elevator of either of Claims 1 and 2, characterized by the fact that said hoist is arranged between the inner wall of said shaft and the space for the vertical movement of said car as well as the space extending therefrom.

4. The elevator of any of Claims 1-3, characterized by the fact that a deflector wheel is arranged on said drive rope between said hoist and said car and/or between said hoist and said counterweight.

5. The elevator of any of Claims 1-4, characterized by the fact that the car frame that contains said car has an approximately rectangular parallelepiped form.

6. The elevator of any of Claims 1-5, characterized by the fact that a third guide rail is arranged as a derailment prevention means for preventing said car from derailing from said pair of first guide rails.

7. The elevator of any of Claims 1-6, characterized by the fact that said drive rope is flat with a rectangular cross section.